

# THE RIDER

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**Your Source for Motorcycle Safety News & Information**

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## Introduction

Welcome to the first Maryland Army National Guard Motorcycle Safety Newsletter. The Rider will keep you informed about motorcycle safety, riding tips and riding course information. For whatever the reason-practical, economical, expression of personal freedom or just for the fun of it, more and more people across the country are using two and three wheeled vehicles. There are now over 4 million motorcycles registered in the United States today. Motorcycling is rapidly becoming more accepted and mainstreamed across the country. This is also true for the military community as well. The number of motorcycle owners and riders in the National Guard has jumped and unfortunately so has the number of accidents involving motorcycles. The Maryland Army National Guard, Your Unit and Your Chain-of-Command are all focused on making our military family safer and more aware of the hazards that come with motorcycling and they want you to build on your riding skills and experiences. No matter what your riding skill level is, there is always room for improvement and there is a riding course out there for you!



## Rider Training

Any person who operates a motorcycle on a Military installation must be appropriately licensed to operate a motorcycle on a public highway (DODI 6055.4, paragraph 5.b). DOD personnel must successfully complete an approved rider or operator safety course (DODI 6055.4, paragraph 4.f) at no cost to the Soldier. The approved Army Motorcycle Safety Course will consist of classroom instruction, hands-on training, and successful completion of a hands-on written evaluation. Soldiers are required to take the BASIC RIDERS COURSE (BRC) prior to operating a motorcycle. Soldiers who have been DEPLOYED for more than 180 days are required to take a refresher training course. Soldiers are also required to take sustainment training every 3 years (AR 385-10, Chapter 11-7, paragraph 5 and 6). MSF Core Programs are designed to help the beginner or a novice rider develop into an excellent rider. These courses and programs are taken from the comprehensive MSF Rider Education and Training System (RETS). Here are just a few courses that are available:

- **Basic RiderCourse (BRC)** - The Basic, the best place to start. No experience necessary.
- **Basic RiderCourse 2 - License Waiver (BRC2-LW)** - For riders who have basic skills, similar to the BRC, but done at higher speeds.
- **Street RiderCourse 1 (SRC1)** - For newly licensed riders. Designed to be your first street riding experience.
- **Returning Rider Basic RiderCourse (RRBRC)** - Elements of BRC and BRC2. Riders who have permits, but who have not been riding for some time.
- **Advanced RiderCourse (ARC)** - A one day course that helps with risk assessment and basic skills.
- **Military Sportbike RiderCourse (MSRC)** - The "next-level" similar to ARC. Fast paced helps improve perception, crash avoidance and improved braking.

*To find a RiderCourse that's near you, go to:*

[https://apps.imcom.army.mil/AIRS/usg\\_disclaimer.aspx](https://apps.imcom.army.mil/AIRS/usg_disclaimer.aspx)

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# MOTORCYCLE VISIBILITY

***“Bright colors and bright lights are a bright idea on the road”...***

## Tips for Motorcycle Riders

Motorcyclists should make sure they can be seen in the crowd because riders, who are visible or “conspicuous,” are less likely to have their right of way violated. There are easy ways to make yourself and your ride visible. Follow these tips to keep you safe on the road:

- **Use reflective stickers** on helmets which make the highest part on your bike—your head—more conspicuous and helps ensure that other motorists will spot you. Flames, stripes, thunder bolts,

flags, skull and cross bones; whatever your taste, there are reflective stickers and tapes that look cool during the day and glow at night.

- **Consider wearing a brightly colored helmet.** From white to red to silver stripes and safety orange, helmets are available in a variety of colors and styles that make your head and you easier to see.
- **Wear a reflective vest.** Reflective vests now come in many styles in addition to the standard orange and yellow mesh vests familiar to most riders.
- **Wear clothing on your upper torso that is visible** such as light- or bright-colored shirts that are

more easily seen than grays, browns, or black.

- **Wear a jacket with reflective patches or tape.** Many jackets now come with stripes and patches that become reflective at night to increase the wearer’s visibility. **Add reflective patches to dark colored jackets.**



## “Make Your Motorcycle More Visible”...

- **Make sure daytime running lights are operational and turned on** it is the law in some states. Most motorcycles now come with automatic daytime running lights, but if you are riding an older model, always ride with low beams on during the day.
- **Equip your bike with a DOT-approved headlight modulator.** Modulators draw attention by altering the frequency of your headlight beam, which makes it appear to get

intermittently brighter and dimmer.

- **Add reflectors or reflective tape to your bike.** Custom reflectors are available for most motorcycles and can be added without sacrificing appearance. Reflective tape on saddlebags and panniers glow bright white when hit by headlights. Some “stealth” tapes are designed to be almost invisible during the day yet appear white at night.



## “Exhaust Systems”

**“They can’t see me, but they might hear me”!**

**Exhaust upgrades and/or modifications are controversial to say the least!** Some are high pitched while others are very low and loud. Some are even borderline insane. Companies take a different approach to the design of their exhaust systems. Different states and jurisdictions have regulations and laws that limit motorcycle exhaust noise. Do your homework; check local laws and regulations. See what looks and sounds good and choose the best system that fits you and your motorcycle. **The idea is to be seen and heard to ride safely.**

## Drive / Ride Defensively

- Be visible; make sure you can be seen and/or heard.
- Use Rider Radar to perceive the hazards ahead.
- Make sure there is plenty of room between you and all the vehicles around you.
- Stay out of a vehicle's blind spots.
- Assume that vehicles pulling out from side streets do not see you and they might pull out in front of you.
- Always expect the unexpected.

## From a Medic's View!

It has been said there are only two types of riders: "Those who have gone down and those who will go down." With the thrill of riding also comes an element of danger. With that element of danger, comes a responsibility on the part of all riders to be prepared should his/ her fellow riders go down. Guardrails in the US with their sharp edges are notorious for causing severe injuries to motorcyclists who come in contact with them. By educating oneself on extremity hemorrhaging, you can better assist your fellow motorcyclist if you come upon the scene after a wreck.

Extremity hemorrhaging, bleeding from the arms or legs, may occur if the motorcyclist comes in contact with a guardrail in a way that has severed one or more of his/ her limbs. If you arrive at the scene of a wreck and the motorcyclist has an amputation, even if it is not bleeding you may need to apply a tourniquet to the area above the severed limb. If you do not have a tourniquet on you, you can make one. (The blood may never completely stop flowing.) If the first tourniquet is ineffective in slowing the bleeding, place another tourniquet higher up, leaving the first tourniquet in place. Concerning the amputated limb, try to find a way to keep it cool.

Do not place the limb directly on ice or in cold water. Wrap the severed limb in a towel, then a plastic bag if going into direct ice/ water. The idea is to keep it cool but not freeze it. It is important to remember not to allow the injured person to see the severed limb. Keep the injured person positioned so that the severed limb is not visible, and if the injured person tries to undo the tourniquet or make any major movements, it is important that you help him/ her to remain as motionless and calm as possible. When talking to the 911 operator, be calm and know your location. The time you save could save a life.

SPC Austin Langdon  
Flight medic  
C Co 1/169th GSAB



## Storing Your Bike for the Winter

1. **Store your bike in a dry location** such as a garage or shed. If you can't, then use a good all weather motorcycle cover.
2. **The wheels should not be on the ground**; therefore, lift the motorcycle. If this cannot be done, use a piece of carpet under both wheels.
3. **Disconnect the battery** from the bike or connect a battery tender (not charger).
4. **Top off all fluids** and add fuel stabilizer to the gas tank or drain the tank.
5. **Go over your motorcycle** to make sure all lights, gauges, to include brakes, are working correctly. If these items are not working correctly, take this time to have your bike serviced.

By taking these steps, you will save time and money when it's time for you to get back on the road again. Some people also take this opportunity to baby (clean) and wax their bike. For more winter storing tips, contact a dealership near you!



## Motorcycle Mentorship Program Event

On 4 Oct. 2012, the MDARNG Motorcycle Safety Advisory Board successfully held its first Motorcycle Mentorship Program Event (MMP) at Lauderick Creek Training Site in Edgewood, Maryland. The event gave riders the opportunity to put their skills to the test, network with other riders and meet with vendors. We would like to thank: MVA/ Motorcycle Safety Academy/ F & S Cycle/ Cycle Finish Custom Painting/ BBTZ Moto/ EPG Emergency Medical Service (EMT's) and the MDARNG Safety Office for their support.



### The MDARNG Motorcycle Safety Advisory Board

The following members were present during the MMP event on 4 Oct. 2012 (from left to right):

1. SFC Kaaba Jones - RRB
2. SFC Kyle Ward - RRB
3. MSG Glenn Beares - JFHQ
4. SSG Patrick Dillon - 70th Reg.

We are in the process of developing the FY13 program. For more information contact the MDARNG Safety Office or the Motorcycle Safety Advisory Board.



### “Every Ride Is An Adventure”

I hope this issue of *The Rider* has been helpful. If you have any questions or concerns, please feel free to contact me at anytime. We are currently looking for Rider Coaches and Mentors. If you are interested, let me know. So until next time, “Ride Safely!”

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**Save a life  
Look twice**



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